

August 18, 2006

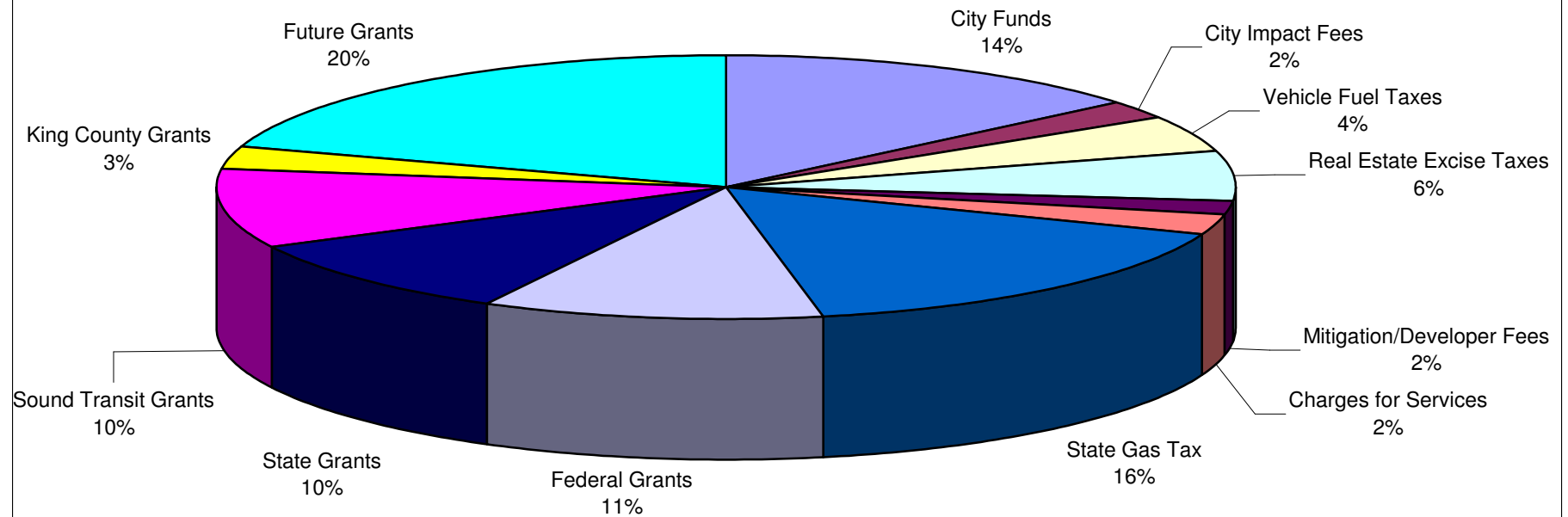
Regional Transportation Commission

High lights for Deputy Mayor Presentation on 8/24

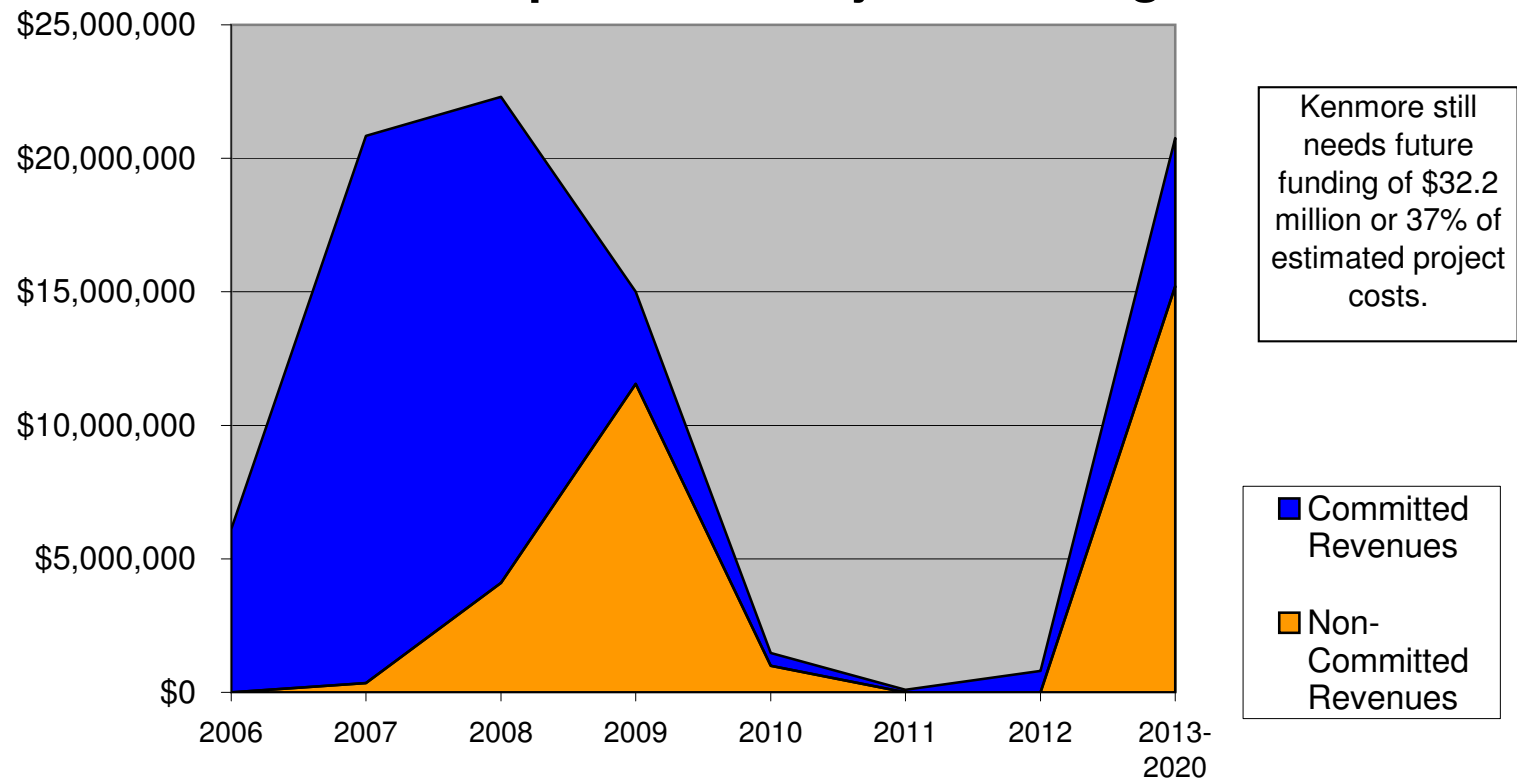
- City supports a governance structure that recognizes jurisdictional boundaries are an impediment to a truly regional approach to our transportation/transit issues.
- We need to get individual jurisdictions to care more about regional issues than about their own situations.
- The citizen could care less about whose jurisdiction they are in; they want smooth transitions in streets and transit for their commutes and their daily trips. We don't believe they care if they're in Kenmore, Mount Lake Terrace, Woodinville or Lynnwood. They just want "to get from here to there" as efficiently and quickly as possible.
- The present system is too balkanized and too complicated because of the ingrained self interests of individual jurisdictions.
- A regional governance model would serve to focus the effort into a body that would be accountable for guiding the future of transportation and transit.
- We would favor a regional model that included the present make up of PSRC, where the four counties would be involved in coordinating transportation/transit.
- The representation on the board should be elected by districts based upon population, with each elected officer representing the same number of people.
- There should not be weighted voting with the bigger jurisdictions, such as Seattle, Everett, King County, etc. garnering more votes because of their size, nor should any jurisdiction be guaranteed a seat on the board due to its population. A truly regional approach would be the "one person, one vote" model.
- This elected board would have authority to make transportation/transit decisions with the various agencies – Sound Transit, METRO, Pierce County Transit, Community Transit, etc. – under its umbrella.
- Roads and streets would also come under the auspices of the board for determining priorities of capital projects.
- The PSRC could assist the board in the allocation of Federal funding that is available through this regional planning organization.
- A disadvantage that presents a huge challenge to the proposed governance model is that individual jurisdictions would have to be willing to give up power in order for the model to succeed. They would have to recognize that their own interests have to be suborned for the good of the whole.

- We do not provide transit service but our citizens do utilize the system. They would appreciate having one entity responsible for the planning, providing and maintaining the service so it becomes seamless to the end user. Again, people don't care who does it as long as it is done well and there is one place to contact if there are questions.
- The City does not fund transit.
- The General Fund contributes approximately \$635k per year to the Street Fund for maintenance and overlays.
- The City plans to fund transportation capital projects for 2006 through 2012 including but not limited to beginning fund balance, REET, vehicle fuel tax, impact fees, gas tax, Sound Transit grants, TIB, federal grants, WSDOT, trail grants, METRO contributions, and transfers from the general fund and surface water funds.
- With the revenues we've programmed and the projects we've identified, there remains a shortfall in revenues.
- Funding for maintenance and routine overlays is of concern given the increase in oil prices.
- No matter what financing plan is advanced by the RTC, the projects to be funded must be identified, the costs estimated as precisely as possible, and the public must be convinced the monies raised will be used to address the specific projects.

City of Kenmore Transportation Funding Sources 2006 - 2012



City of Kenmore Transportation Project Funding



NOTE: The City's two large transportation improvement projects with remaining costs of \$50.2 million are expected to be completed by the end of 2009. The 2013-2020 projects were taken from the City's 2001 Comprehensive Plan and could be moved up to fill the above chart's "gap" from 2010-2012.

City of Kenmore Transportation Funding Sources 2006 - 2012

